

1997, a bigger increase than Democratic Congresses passed in fiscal years 1993, 1994 or 1995. This is compromise?

Republicans are even agreeing to bust the caps on non-defense discretionary spending that George Mitchell, Dick Gephardt and President Clinton were forced to agree to in 1993. And one more thing: Mr. Kasich and friends have agreed to continue, through 2002, the rule that requires that any tax cuts be offset either by tax increases or cuts in entitlements. They can't be offset merely by cuts in "discretionary" spending accounts such as arts funding or legal services.

The practical effect of this is to make future tax cuts all but impossible as a political matter. Republicans will never try to cut taxes by cutting entitlements, or at least they'll never see it through if they try. It also makes discretionary cuts that much more difficult to pass, because it means such cuts can't be used to return money to taxpayers. Instead, if Congress ever does zero out, say, the National Endowment for the Arts, the money will merely get absorbed back into the broader budget. So why should Congress bother to cut any spending, since all of the political pressure will come from those who oppose the cuts?

As for entitlements, we've already written about the lack of any real Medicare reform. But we can't let pass without notice that Republicans have agreed to accept the same Trust Fund sleight of hand they denounced when the President proposed it in February. This is the transfer of fast-growing home health care costs away from the Trust Fund (financed by the payroll tax) onto the general revenue budget. This ruse allows the pols to claim the trust fund is "secure for 10 years" when all they've done is reshuffle the accounts and put the financial burden onto all taxpayers.

And, lest we forget, Mr. Kasich and friends are hailing the budget deal's \$85 billion in "badly needed tax relief." But that number is so small, in comparison with \$8 trillion in federal revenue over five years, that Republicans will have a hard time satisfying all of their constituents. Mr. Gingrich has been privately promising "historically accurate" scoring for the tax cuts, which would mean that a capital gains cut would arise more revenue than it lost. But we'll believe that when we see Republicans finally show the guts to do it.

Here and there a few Republicans are stepping up to speak honestly about all of this. David McIntosh, a sophomore from Indiana, was planning to offer an amendment on the House floor last night to spend less on discretionary accounts in return for larger tax cuts. And Phil Gramm of Texas may offer something similar in the Senate today. But with the Clintonized GOP leadership massed against it, neither effort can do much more than educate the country about what is really going on here.

The political truth about this budget is that Republicans are selling out their agenda in return for President Clinton's blessing. They want cover against Dick Gephardt and AFL-CIO attacks in 1998. And we can even understand their reluctance to fight Bill Clinton. But do they also have to emulate him?

TRIBUTE TO M. SGT. MICHAEL G.
HEISER

HON. TILLIE K. FOWLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mrs. FOWLER. Mr. Speaker, I ask my colleagues to join me today in honoring the mem-

ory of M. Sgt. Michael G. Heiser, USAF, who died serving his country on June 25, 1996, in the bombing of the Khobar Towers complex in Dhahran, Saudi Arabia.

Master Sergeant Heiser entered the Air Force in 1979 and was a member of the Air Force Academy class of 1984. He traveled extensively in his Air Force career; he accompanied then-Chancellor Helmut Kohl to Berlin in November of 1989 when the Wall came down, and he was on the first United States plane escorted and allowed to land in free Russia. Master Sergeant Heiser was awarded the Academic Achievement Award and the Distinguished Graduate Award in 1993 at Kiesel NCO Academy and in 1995 he was selected as the Aircrew Member of the Year in Europe. After he reentered the Air Force enlisted ranks, he became one of the most decorated enlisted men in the Air Force.

Master Sergeant Heiser flew more than 10,000 hours in 9 years while he was based in Europe, and in 1996 was assigned to Patrick Air Force Base in Florida. Shortly afterwards, he was sent to Saudi Arabia with his squadron, whose motto is "So Others May Live."

Master Sergeant Heiser was killed in the line of duty in Dhahran, Saudi Arabia, serving his country with honor and distinction. He was awarded the Purple Heart posthumously on June 30, 1996, which was accepted on behalf of their only child by his loving parents Fran and Gary Heiser, my constituents in Palm Coast, FL.

Next week, we will observe Memorial Day—the day our Nation sets aside for honoring our fallen heroes. In anticipation of that hallowed day, this week Mr. and Mrs. Heiser were presented with a Fallen Friend medallion in Palm Coast, FL. I ask all of my colleagues in the Congress to join me this Memorial Day in paying tribute to the ultimate sacrifice made by Michael and each of his brothers-in-arms who gave their lives at Dhahran in defense of our Nation's vital interests.

HONORING CAPT. LEROY A. FARR,
A LEADER WITH FEW EQUALS, A
GREAT AMERICAN

HON. CHRISTOPHER H. SMITH

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. SMITH of New Jersey. Mr. Speaker, I rise today to honor a very special friend and a true military leader, an all-American hero, U.S. Navy Capt. Leroy Farr.

Captain Farr is retiring from the Navy after 30 years of outstanding service to our country. He will be missed.

Mr. Speaker, I have deep respect and admiration for Captain Farr's character, commitment, and dedication. He's a doer, highly competent, yet modest. With his easy going manner, you just can't help liking the guy.

Capt. Leroy Farr has a diverse background in naval aviation and a distinguished one. Test pilot; landing signal officer; operations and maintenance officer; squadron commanding officer; air boss; program manager, and inspector general are some of the positions he has held. The veteran aviator graduated from the U.S. Naval Academy in 1967. He majored in mathematics and aeronautical engineering.

Ensign Farr attended North Carolina State University, receiving his master's degree in mechanical engineering in 1968. In April 1969, he earned the coveted naval aviation wings and entered the Light Attack community flying the A-7B. Lieutenant Farr served with VA-46, deploying twice with U.S.S. *John F. Kennedy* (CV-67).

In 1972, he was selected to attend the U.S. Air Force Test Pilot School at Edwards AFB, CA. In 1976, Lieutenant Farr attended the Armed Forces Staff College, Norfolk, VA. He went on to serve as project test pilot at the Pacific Missile Test Center, Point Mugu, CA. He returned to the A-7 Light Attack community for a tour with VA-83 at NAS Cecil Field, FL where he deployed with U.S.S. *Forrestal* (CV-59). In 1979, Lieutenant Commander Farr returned to shore duty with VA-174, the A-7 Fleet Training Squadron.

In 1980 Commander Farr went back to sea as executive officer and commanding officer of VA-37 flying the A-7E and deployed on both U.S.S. *Saratoga* (CV-60) and U.S.S. *John F. Kennedy* (CV-67). He began his air boss tour in 1983 on board U.S.S. *John F. Kennedy* (CV-67).

Commander Farr was assigned to Naval Air Systems Command headquarters in Washington, DC in 1985. There he served as a branch head in the Test and Evaluation Division, then as the unmanned air vehicle class desk officer in Weapons Engineering Division.

From 1987 through 1990, Captain Farr commanded the Naval Weapons Evaluation Facility in Albuquerque, NM. He was again assigned to Naval Air Systems Command Headquarters, first in the Inspector General's Office, then as head of the Ship and Shore Installations Division. In July 1992, Captain Farr was named program manager for the new established Aircraft Launch and Recovery Equipment Program (PMA251).

He became commanding officer of the Naval Air Warfare Center Aircraft Division Lakehurst, June 1993. I am especially grateful for the critical role he played in saving Lakehurst from closing.

Lakehurst, Mr. Speaker, is the heart of naval aviation. It is a unique, one-of-its-kind, world-class facility whose primary function is to ensure that aircraft safely launch and recover from the deck of a carrier or other platform, and that support equipment assist in the service of planes, parts, and ordinance at sea. The safety and success of every single naval aircraft depends on the work and skill housed at Navy Lakehurst.

Despite its military value, the Department of Defense erroneously targeted Navy Lakehurst for closure—and then for a radical realignment. As part of the realignment scenario, the critical manufacturing, design, and research that goes on at Lakehurst was to be split apart and relocated at other bases.

As commanding officer of Lakehurst, Captain Farr was undoubtedly between a rock and a hard place. He knew the facts. But as a Navy officer, Captain Farr could not and would not violate his chain of command. At the same time, as a captain, a pilot, a former air boss and the current commanding officer of Navy Lakehurst, Captain Farr knew better than anyone just how devastating the close Lakehurst scenario would be for national security and pilot safety.

It was an unusual situation where one's own military command was supporting a plan not in

the best interest of American security. A predicament in which a man of less character, less courage, less fortitude, and less grit might decide to look the other way—and let the chips fall where they may. But not Leroy Farr. Captain Farr simply did what was right.

I remember his wife, Barbara, telling me just how much he grieved for the future of Navy Lakehurst and the future of any pilot who might fly off an aircraft carrier without the support of the skilled workers and artisans at Navy Lakehurst.

I had the good fortune of sitting in on Captain Farr's many briefings when BRAC officials would come to the base to see for themselves what went on at Navy Lakehurst. It was in these skillful presentations that Captain Farr laid the ground work for the ultimate reversal of the close Lakehurst scenario. Captain Farr was informed, clear, concise, fair, direct, honest, sincere, and effective.

It has been my distinct honor and privilege to have worked with Captain Farr and I know I speak not only for myself but for all who support Navy Lakehurst and are dedicated to a strong, capable military defense when I say that we will sincerely miss him.

I wish nothing but the best for Captain Farr because he, his wife, Barbara, and his family are the best of the best.

TRIBUTE TO GREENWOOD COUNTY IN HONOR OF THEIR CENTEN- NIAL CELEBRATION

HON. LINDSEY O. GRAHAM

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. GRAHAM. Mr. Speaker, I rise today to congratulate Greenwood County, of the Third Congressional District in South Carolina, on their 100th anniversary. Founded in 1897, Greenwood County began when over 1,100 residents petitioned South Carolina Governor W.H. Ellerbe requesting a special election for the formation of a new county. Now, a hundred years later, over 59,000 Greenwood County citizens anxiously await their County's birthday to celebrate its proud past and bright future.

Through the years, the citizens of Greenwood County have had the foresight and vision to facilitate growth throughout the County. Now, Greenwood County is home to many thriving businesses, cutting-edge industries, and close-knit families who represent a wholesome all-American way of life. These outstanding citizens characterize their proud past and their overwhelming confidence in the future.

Greenwood County residents have become active participants in commemorating this special event. The month-long-celebration festivities include essays, exhibits, lectures, and old photos to be enjoyed by the young and old, native and transplant. In addition to various planned activities, a special song to commemorate the Greenwood County Centennial was written.

As a successful and eventful chapter closes in the history of Greenwood County, I send my best wishes for a flourishing and thriving future. It is an honor and privilege for me to represent Greenwood County and their interests in the U.S. House of Representatives. I look

forward to watching the growth and development of Greenwood County over the next 100 years.

SURFACE TRANSPORTATION SAFETY ACT OF 1997

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. DINGELL. Mr. Speaker, today the distinguished ranking member of the Committee on Transportation and Infrastructure, Mr. OBERSTAR, and I are introducing, at the request of the President, the Surface Transportation Safety Act of 1997. This legislation, which complements the national Economic Crossroads Transportation Efficiency Act of 1997, is designed to improve safety in a variety of transportation areas. In some cases, the provisions make important improvements in existing safety programs. In other cases, new approaches are taken. Other provisions make technical changes to reduce paperwork burdens on industries and Government. Introducing this bill by request, I do not necessarily endorse each provision, but I believe that this comprehensive bill is a serious effort to save lives in the transportation field. I would encourage the appropriate committees of the House to give these provisions the attention they deserve.

As is the case in any comprehensive bill, the provisions fall into a variety of committee jurisdictions. Various committees may wish to move certain sections or titles separately as they see fit to expedite consideration. As I briefly describe the provisions of the bill, I will also indicate the committees of jurisdiction for each provision, based upon consultations with the Office of the Parliamentarian.

As a second part of NEXTEA, the bill begins with title IX, which makes a number of amendments to our traffic safety laws. Perhaps the most important change is found in section 9001, dealing with primary safety belt use. The provision, within the jurisdiction of the Committee on Transportation and Infrastructure, would transfer certain highway funds to occupant protection programs in any State which failed to enact a law requiring the use of safety belts. The connection between traffic safety and seat belt use is clear and convincing. No other engineering feat can match the safety provided by seat belts. The Department of Transportation estimates that over 75,000 lives were saved by safety belts between 1982 and 1995.

A study by the National Highway Traffic Safety Administration in 1995 found that in States with a primary enforcement law, seat belt use increased by about 15 percent. This increase translates to a 5.9-percent decline in fatalities. For example, in California and Louisiana, States that recently upgraded their laws to provide for primary enforcement, safety belt use increased by 13 and 17 percentage points respectively.

Sections 9002 through 9005, within the jurisdiction of the Commerce Committee, would make a variety of minor changes to various auto safety laws. One of the provisions would allow an expansion of a program to allow manufacturers to seek waivers of various safety standards to adopt more innovative safety

approaches that would provide greater safety protection.

Section 9006, primarily within the jurisdiction of the Commerce Committee, with jurisdiction also in the Judiciary Committee, seeks to improve standardization in State titling requirements to alert consumers when they are buying severely damaged vehicles. Many damaged vehicles are rebuilt for sale, but they continue to pose a serious safety risk.

Title X of the bill would reauthorize hazardous materials programs within the jurisdiction of the Transportation and Infrastructure Committee.

Title XI of the bill, within the jurisdiction of the Committee on Transportation and Infrastructure and the Committee on Commerce, would upgrade programs to prevent excavator damage to underground utilities, such as natural gas pipelines. In the past decade, 98 people have lost their lives and 425 others were injured from accidents to pipelines caused by excavation. The bill would seek to reduce these accidents by enhancing one-call programs at the State level. One-call programs provide excavators a simple and effective way of avoiding pipelines.

Title XII, would clarify and reallocate responsibilities for ensuring food transportation safety among the Departments of Health and Human Services, Transportation and Agriculture. The provision, within the jurisdiction of the Committee on Commerce and the Committee on Transportation and Infrastructure, seeks to improve food safety by giving a primary role to the Department of Health and Human Services.

Title XIII, within the jurisdiction of the Judiciary Committee, would create criminal sanctions for violent attacks against railroads similar to the sanctions against attacks against airlines. Unfortunately, we have seen increased terrorist attacks against railroads, such as the attacks on Amtrak passenger trains near Santa Fe in 1996, near Hyder, AZ in 1995, near Opa-Locka, FL in 1993, and at Newport News, VA in 1992. The new provisions would make these intentional attacks on trains a Federal crime subject to penalties associated with attacks on airlines.

Title XIV, within the jurisdiction of the Committee on Transportation and Infrastructure, would amend certain rail and mass transportation programs to require certain safety considerations to be made in grants.

In summary, Mr. Speaker, this bill represents a comprehensive approach to transportation safety that will undoubtedly save many lives and prevent tragic injuries. The provisions deserve careful consideration by this Congress.

CHARLTON, NY, FIRE DEPART- MENT NO. 1 CELEBRATES 75TH ANNIVERSARY

HON. GERALD B.H. SOLOMON

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. SOLOMON. Mr. Speaker, I have always been partial to the charm and character of small towns and small town people. That's why I travel home to my congressional district every weekend, to see the picturesque towns and scenery that marks the 22d District of